



Range Enhancement to Wide Area Multilateration Processing

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Presentation Goals

Demonstrate the range enhancement to multilateration processing significantly extends the range and receiver siting flexibility of wide area multilateration systems



Presentation Topics

- Limitation of current multilateration processing
- Range enhancement to multilateration processing
- Benefits of the range enhancement
- Performance results of a developmental system with the range enhancement



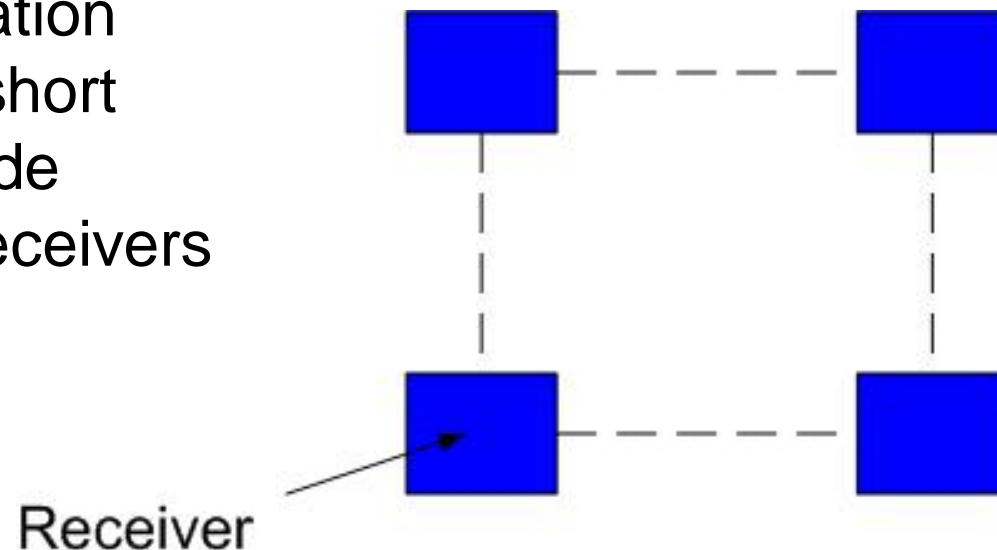
Current Processing Techniques

- Constellation of sensors receive a single aircraft transmission at multiple points in space
- TDOA used to determine a very accurate position estimates
 - Eliminates transponder turn around errors
- GDOP is the predicted accuracy of a multilateration system at any point in space



Mathematical Limitations

- GDOP is relatively small and constant inside a constellation of receivers
- GDOP increases rapidly outside a constellation of receivers
- Target localization impractical a short distance outside boundary of receivers





System Limitations

- ➔ Surveillance over a wide area requires a broad deployment of receivers
- ➔ Distributed receivers present logistical issues:
 - Site access
 - Communications
 - Security
- ➔ Desirable to provide high quality multilateration surveillance while minimizing distribution of receivers



Range Enhancement

- ➔ Multilateration systems use interrogations for:
 - ATCRBS tracking
 - Mode A code
 - Mode C altitude

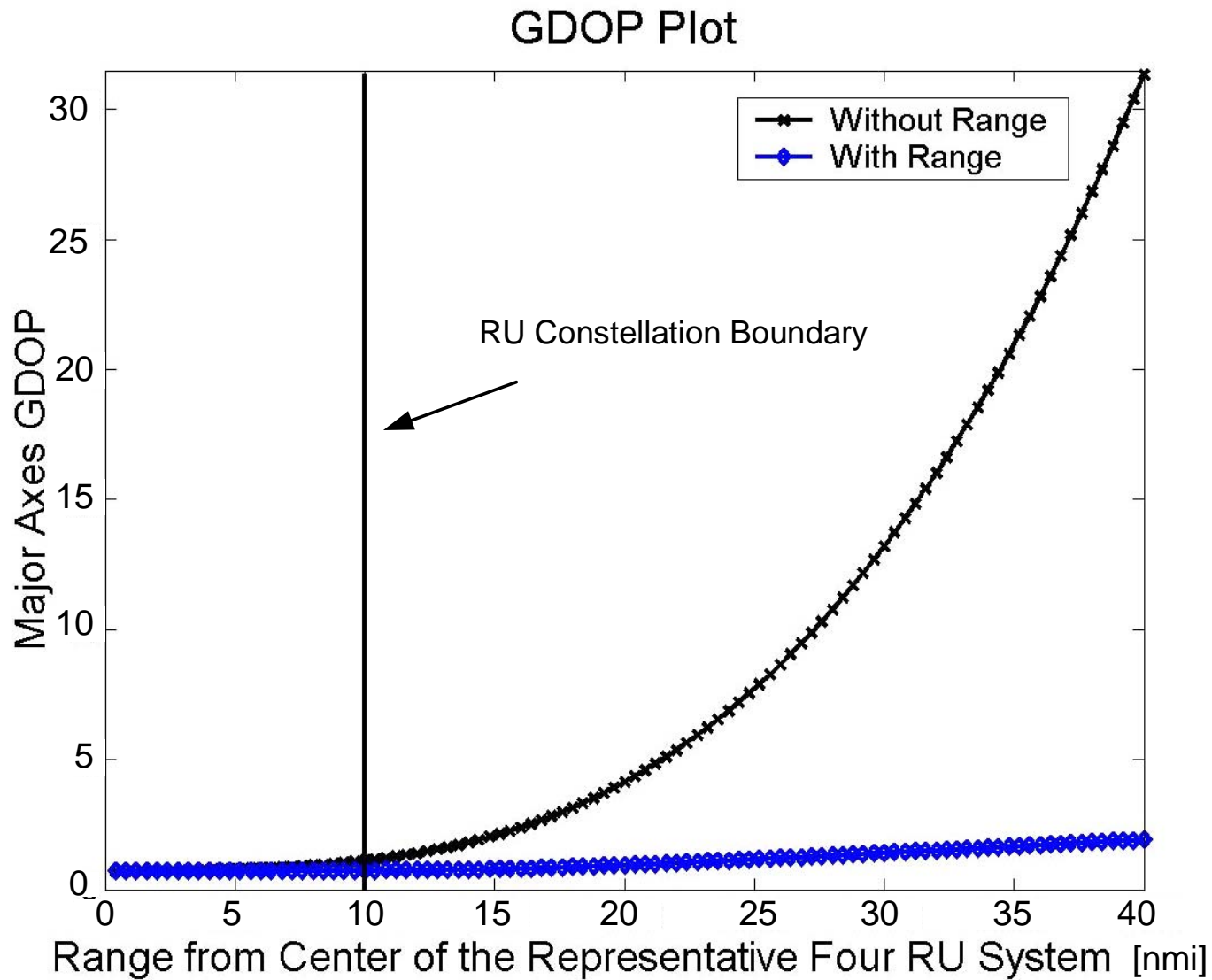
- ➔ Range from interrogator can be measured for each interrogation/reply transaction
 - Compensating for transponder turn around time delay

- ➔ Comparable to current SSR surveillance

- ➔ Significantly improves GDOP outside the boundary of receivers



GDOP Comparison



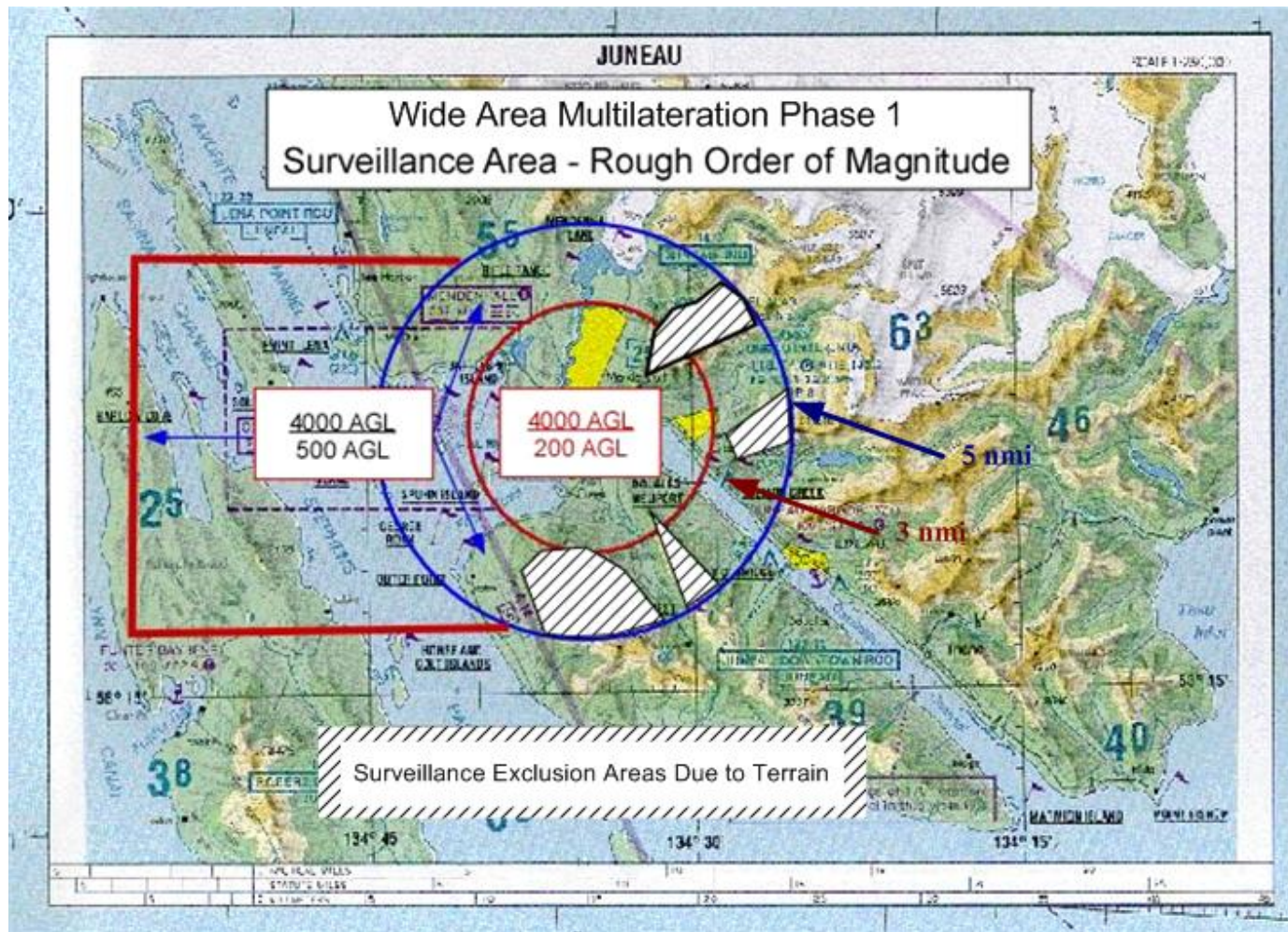


Benefits of Multilateration w/ Range

- Juneau (Alaska) International Airport terminal area is dominated by mountainous terrain
- Multiple rotating radars needed to provide surveillance
 - Terrain limited
- Distributed solution like multilateration is the ideal solution
 - Flexible siting



Juneau Terminal Airspace





Juneau Multilateration Siting

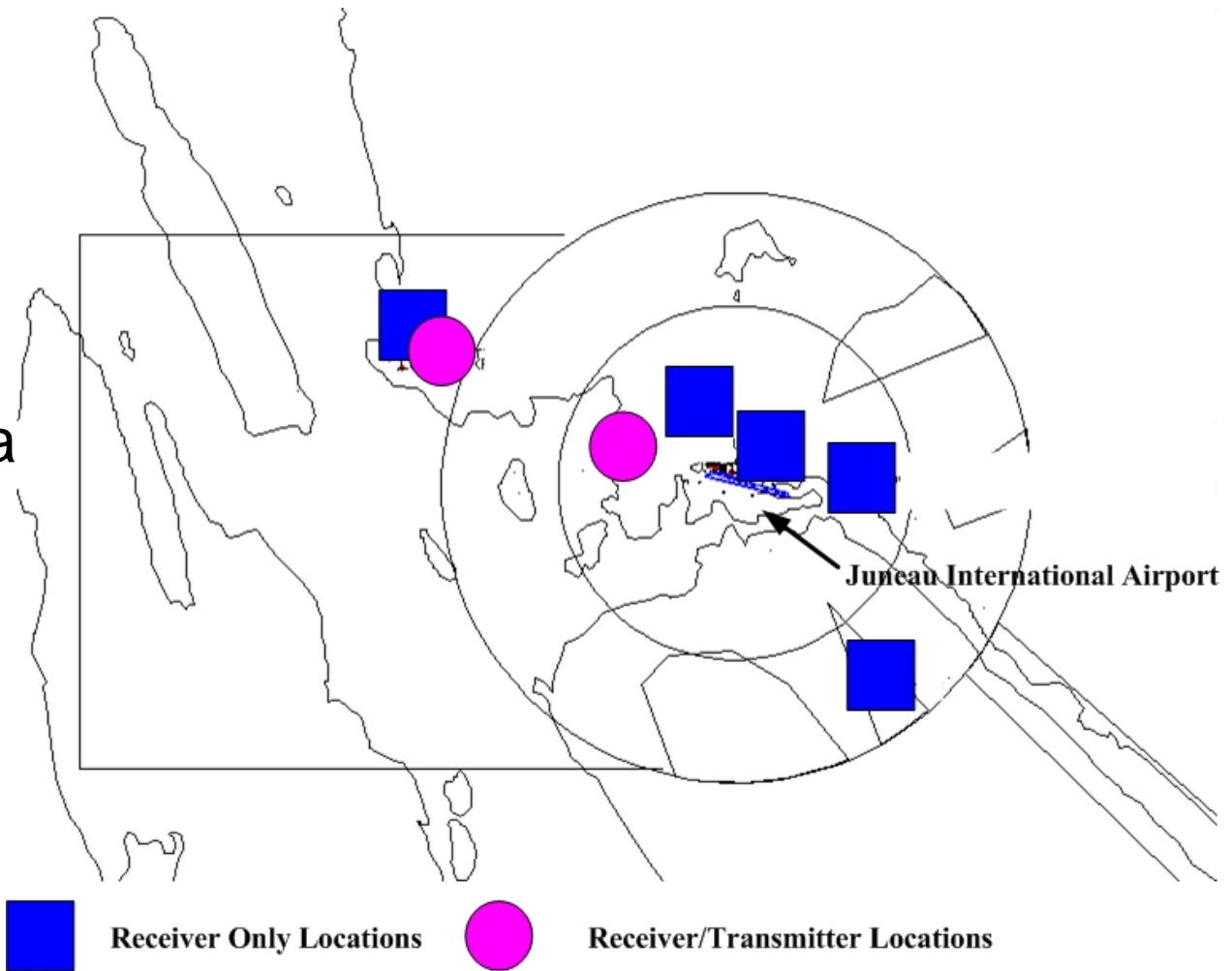
→ Limited siting options

- Terrain
- Communications
- Power

→ Ideal receiver locations surround coverage area

→ System configuration

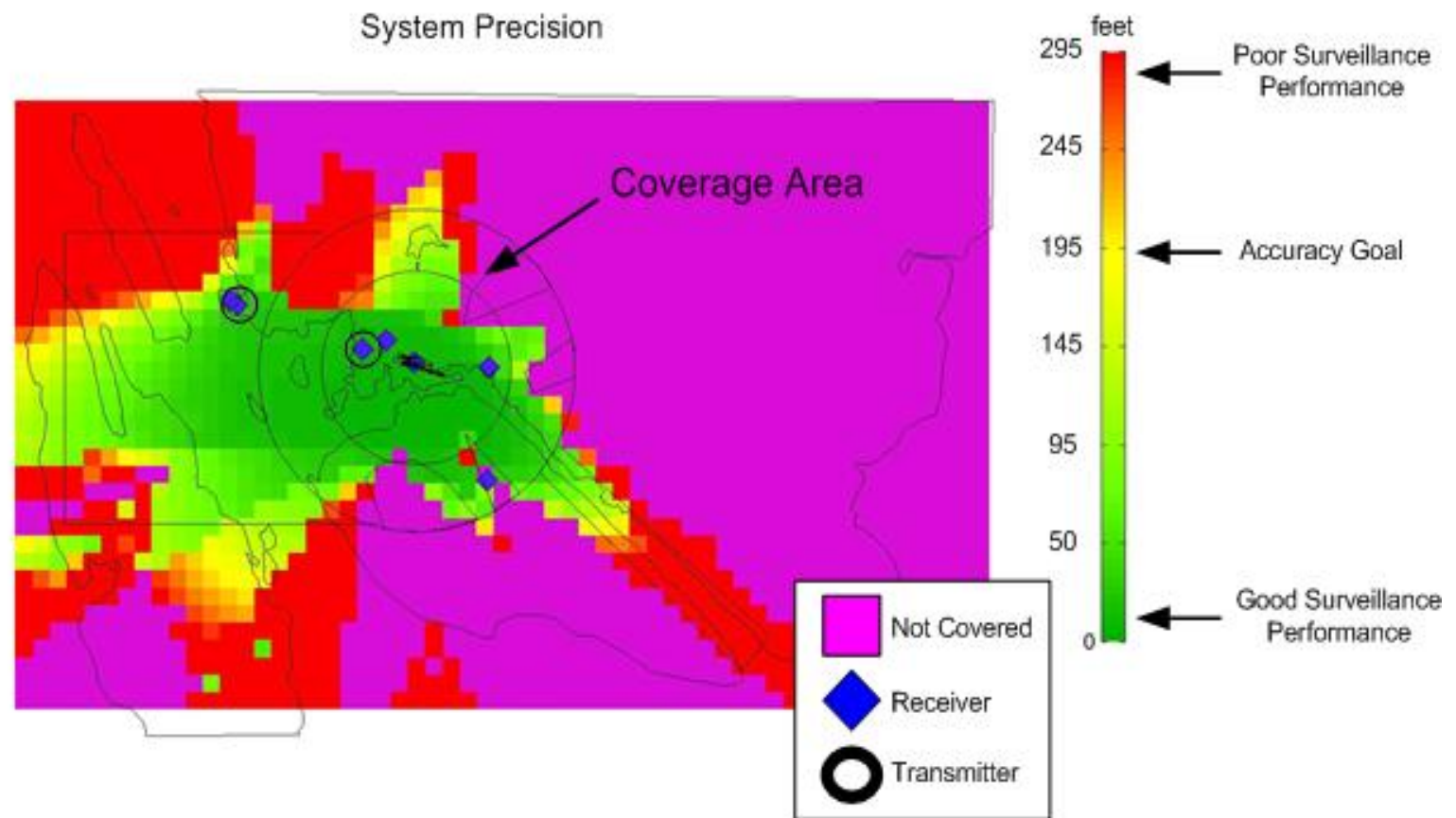
- 5 receivers
- 2 receiver/transmitters





Traditional Multilateration Simulation

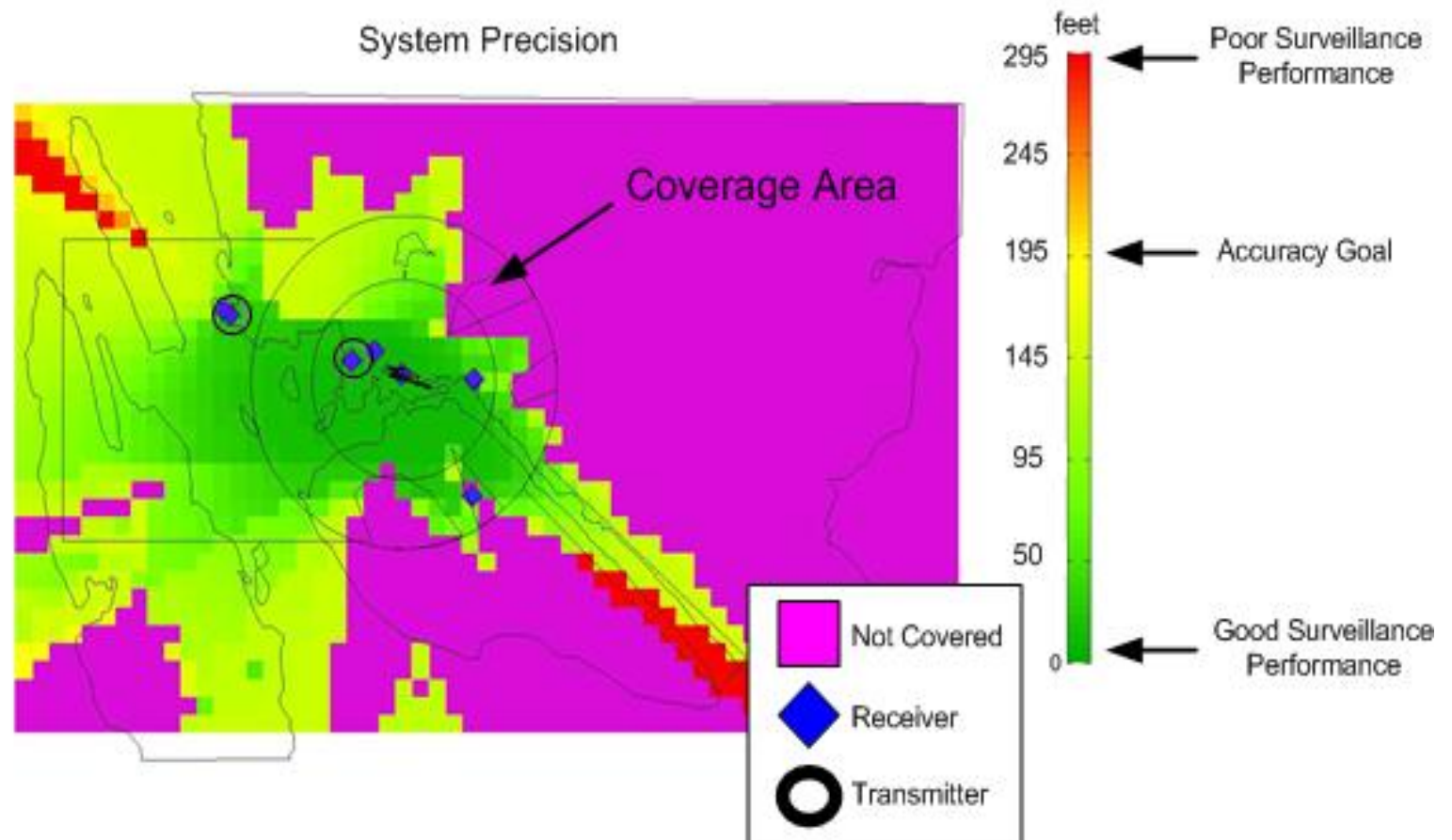
- Poor surveillance over large portion of coverage area
 - Poor GDOP





Range-Aided Multilateration Simulation

- Good surveillance over entire coverage area
 - Accuracy
 - Probability of detection

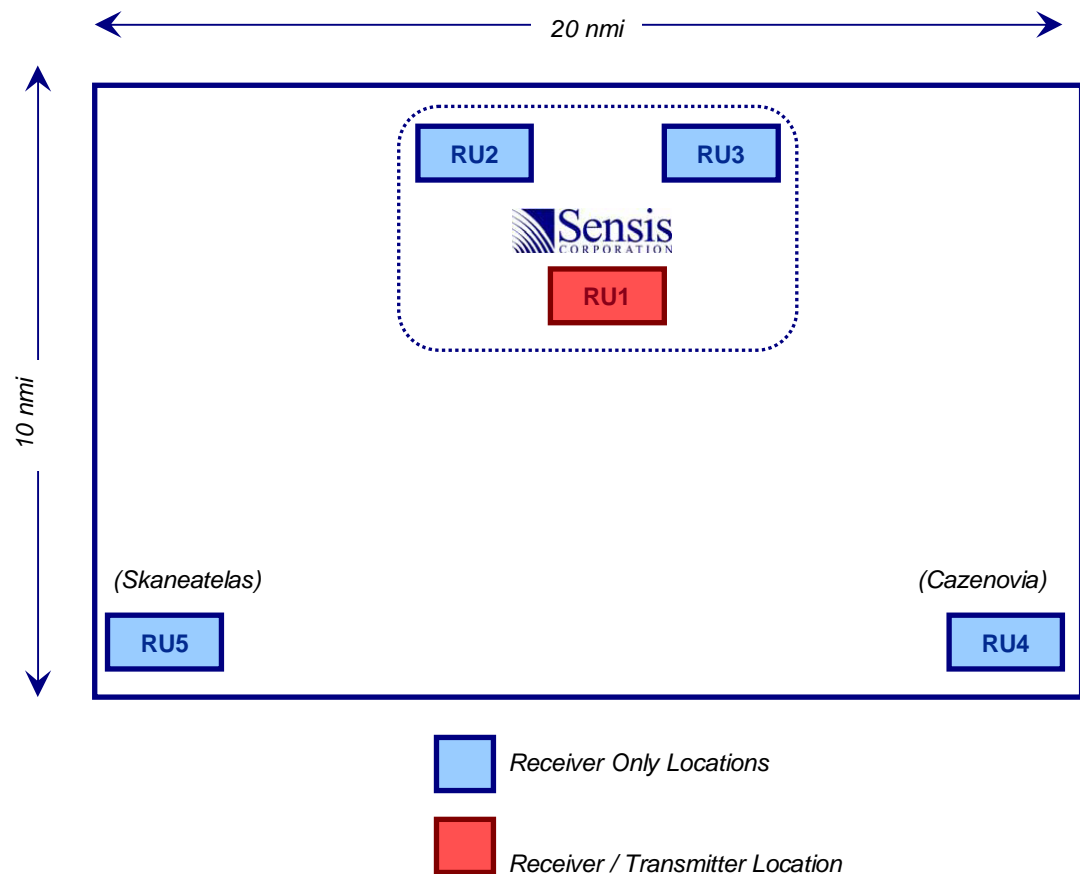




Developmental System

→ System deployed around Sensis Corporation

- Range enhancement
- 4 Receivers
- 1 500 W Tx/Rx
- 60 nmi range
- 50 int/s max
- GPS timesync





Mode S Flight Test

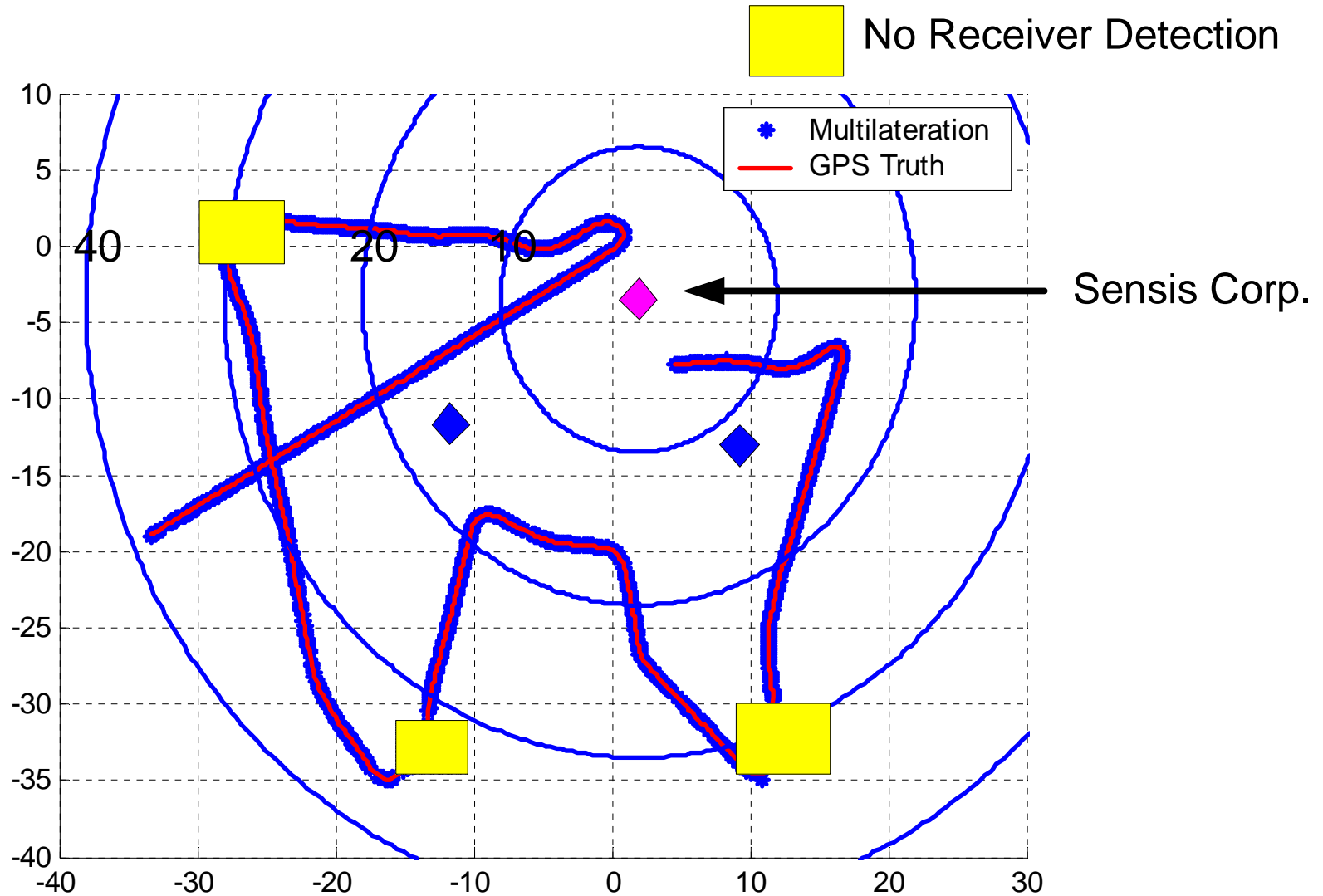
- ➔ Volpe Transportation Center Test Aircraft
 - Differentially corrected GPS truth source
 - 8800 ft AGL
 - Belly mounted transponder

- ➔ Test aircraft acquired 40 nmi from Sensis Corp
 - 5 second acquisition time
 - Altitude line of site

- ➔ 3 small gaps when target banks
 - No receiver detection



Flight Test Profile





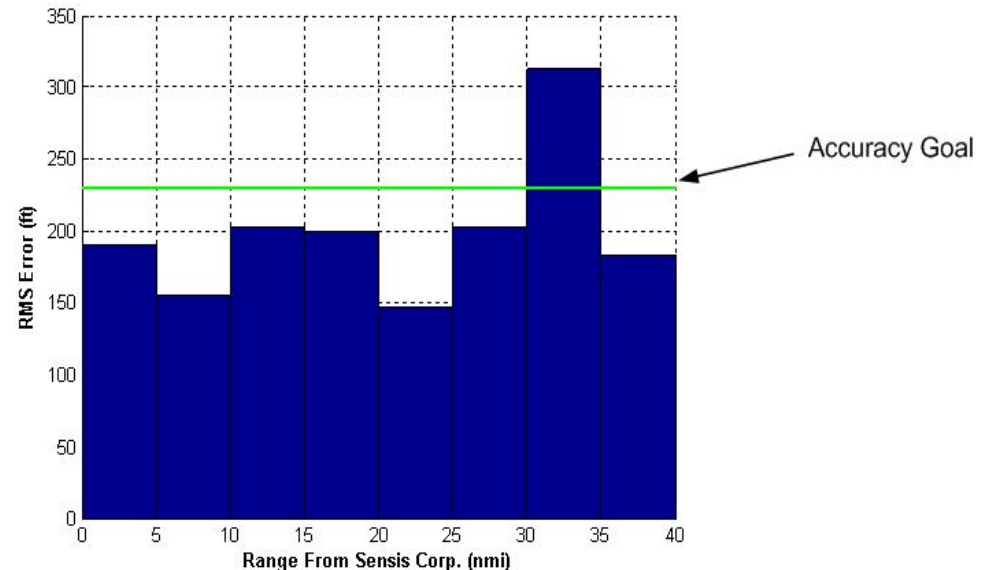
Flight Test Results

→ 200 ft RMS absolute error

- 95% of positions ≤ 328 ft
- 99.9% of positions ≤ 984 ft

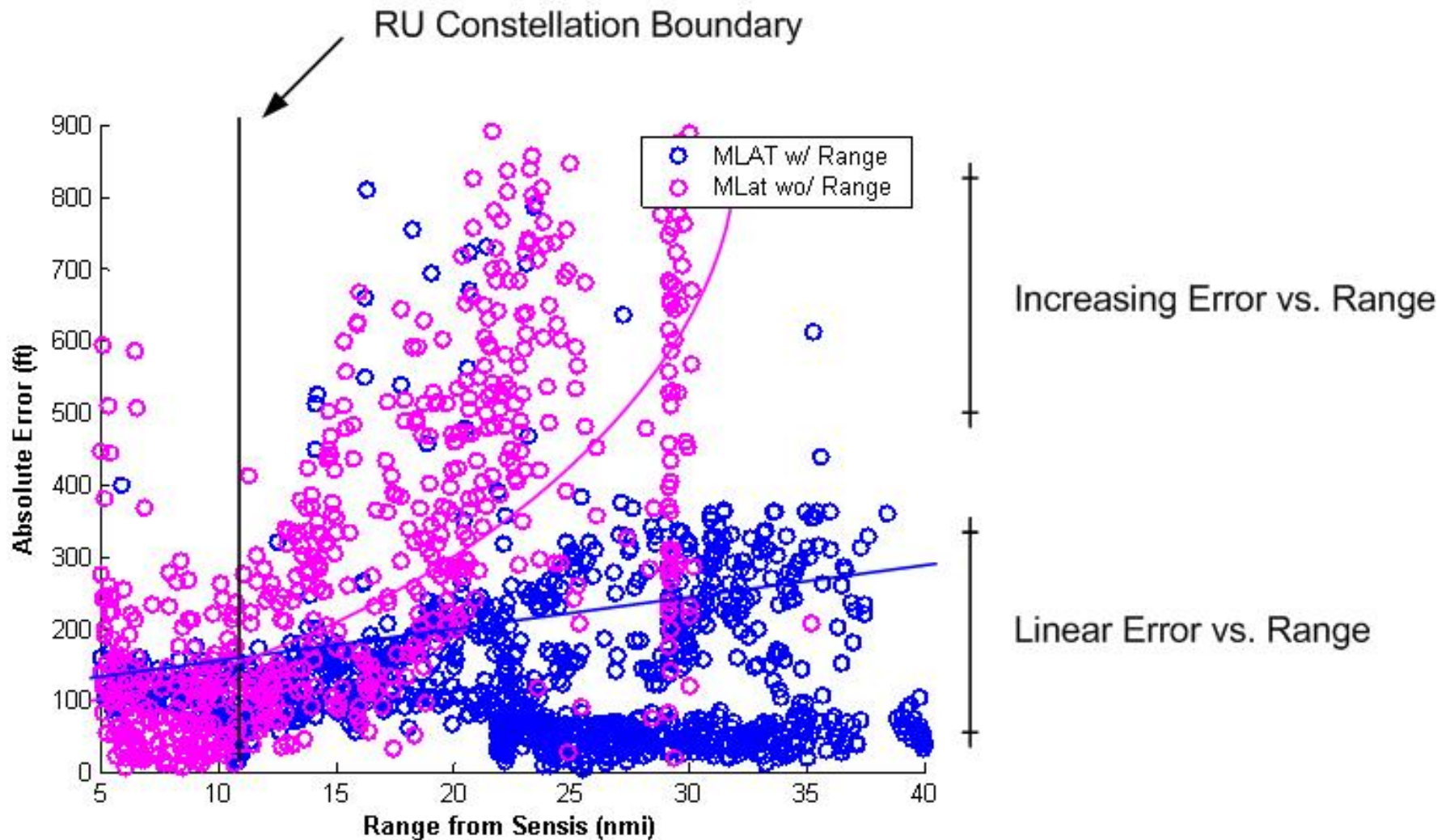
→ 0.93 probability of update in 5 second interval

→ Increased error at 30 -35 nmi due to poor detection during turn





Processing Technique Comparison





Applications

- ➔ Comparable to terminal and en-route surveillance
 - Accuracy
 - Update rate

- ➔ Increased update rate applications require additional interrogations or distributed receiver architecture
 - Precision Runway Monitor



Conclusions

- ➔ Range enhancement significantly increases siting flexibility
 - Reduced receiver distribution
 - Efficiently utilize existing infrastructure

- ➔ Range enhancement significantly improves target localization outside a constellation of receivers

- ➔ Surveillance performance comparable to current SSR technology



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Detect the Difference